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said fuel swirling means being formed with a hole at the center portion thereof,

said valve body extending to said seat surface formed on the valve seat surface through said hole,

said fuel swirling means forming radial passage on a mating surface with said valve seat surface, said radial passage extending in tangential direction of said hole for supplying fuel from the outside to the inside.

NE Please amend Claim 2 as follows:

NE Line 5, change "a" (first occurrence) to --the--.

NE Line 6, change "a" to --the--.

Please amend Claim 3 as follows:

3. (Amended) A fuel injection valve for an in-cylinder injection type engine having a fuel swirling means for giving a swirling force at an upper stream of a valve [sheet] seat to a fuel passing through a surrounding area of a valve body and a nozzle injecting a swirling fuel,

wherein said fuel injection valve body is mounted on a top position of a cylinder with such an angle as a longitudinal axis C of said fuel injection valve body intersects diagonally a longitudinal axis of a cylinder, and

an injection port of said nozzle facing to an inside of said cylinder has a deflection angle toward an ignition plug side placed inside said cylinder with respect to said longitudinal axis of a fuel injection valve body.

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said fuel swirling means being formed with a hole at the center portion thereof,

said valve body extending to said seat surface formed on the valve seat surface through said hole,

said fuel swirling means forming radial passage on a mating surface with said valve seat surface, said radial passage extending in tangential direction of said hole for supplying fuel from the outside to the inside.

Please amend Claim 5 as follows:

5. (Amended) A fuel injection valve for an in-cylinder injection type engine having a fuel swirling means for giving a swirling force at an upper stream of a valve [sheet] seat to a fuel passing through a surrounding area of a valve body and a nozzle injecting a swirling fuel,

wherein said fuel injection valved body is mounted on a top position of a cylinder with such an angle as a longitudinal axis C of said fuel injection valve body intersects diagonally a longitudinal axis of a cylinder,

an injection port of said nozzle facing to an inside of said cylinder has a deflection angle toward an ignition plug side placed inside said cylinder with respect to said longitudinal axis of a fuel injection valve body, and

a distance from a valve body contact position of said valve sheet to an outlet of an injection port of said nozzle at the deflection side is made shorter and a distance from a valve body

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contact position of said valve sheet to an outlet of an injection port of said nozzle at a non-deflection side is made longer.

Please amend Claim 9 as follows:

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9. (Amended) A fuel injection valve of [any one of Claims] Claim 1 [to 8], wherein an intersection between said longitudinal axis of a fuel injection valve body and a center line of said injection port is located inside an orifice structuring said injection port.

REMARKS

An early and favorable action upon Claims 1, 3-13 and 16 is requested. Unlike any of the prior art cited in the parent application, the present invention generates a strong fuel swirl flow. Thereby, the straight flowing force on the one side where the fuel reaches the terminating end of the inner peripheral wall of the injection opening at earlier time is greater than the face on the other side where the fuel reaches the terminating end of the inner peripheral wall of the injection opening at a later time. Consequently, unlike the prior art, the reachable distance of the fuel on the one side is longer than that on the other side.

If there are any questions regarding this Preliminary Amendment or this application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.